

CENTRAL INTELLIGENCE AGENCY  
SECURITY INFORMATION

REPORT NO.

25X1

## INFORMATION REPORT

CD NO.

COUNTRY USSR (Estonian SSR)

DATE DISTR. 18 March 1952

25X1 SUBJECT Harbor and Shipyard on Kopli Peninsula  
near Tallinn

NO. OF PAGES 2 25X1

Document No.

No Change in Class. ☒ 009NO. OF ENCLS.  
(LISTED BELOW)☐ Declassified

Date changed to: 13

Auth: 0002

Date: 0000

SUPPLEMENT TO  
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-  
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. An old shipyard located west of Tallinn (59°28'N/24°39'E) on Kopli Peninsula was reconstructed. The entire plant including jetty, slips and buildings had been destroyed by retreating German forces. The shipyard is on the northern spit of Kopli Peninsula, extending across it. Reconstruction begun in 1945. The shipyard is subordinate to the Soviet Navy and is designated R.P.S. or R.W.S. (1) Its reconstruction was nearly finished in March 1949.
2. The shipyard extends about 2,000 meters along the coast and has an average width of 1,000 meters. The western shore of the peninsula is faced with a ~~reconstruction~~. The harbor basin, 300 x 400 meters, which belongs to the shipyard and is formed by a mole on the west, is at the south side of the peninsula. (2) This jetty was repaired from 1945 to 1947, and the railroad track to the mole-head light was laid again. The quay extending along the shore to a point east of the slips and then curving seaward was also repaired from 1946 to 1948. The basin was deepened to an undetermined depth by a large German dredge in the summer of 1948. The quay west of the slips is for berthing warships, particularly motor minesweepers.
3. There were no tracks on the quay. A stationary crane was erected in 1948. West of the slips between the root of the mole and the slips and a little landward were three oil tanks, the largest of which was about 10 meters high and 15 meters in diameter. A spur track for tank cars was available. Pipelines lay from the tanks to the berthing places for the fueling of vessels, mainly motor minesweepers. (3)
4. Reconstructed workshops and installations of the shipyard ready in March 1949 included a mechanical workshop, about 200 x 130 meters, in operation since 1947 and equipped with modern machine tools dismantled in Stettin and Rostock; another mechanical workshop, about 150 x 80 meters; and a demolished building which was to be pulled down and reerected. There were also a diesel workshop, a forge, a store shed, and an administration building. (4)
5. Each of the three slips of the shipyard was about 200 meters long and about 80 meters wide. (5) They were cleared between 1945 and 1948 to be made serviceable again. However, they were not ready for use prior to October 1948. A former German floating dock, about 200 meters long, was moored near the quay. No docking operations were observed. (6) There is a brickyard on the area of the shipyard working for reconstruction work. A soap factory was in a building which belonged to the former shipbuilding plant.

ILLEGIB

CONFIDENTIAL/C

6. The labor force numbered about 1,000 in October 1948, most of which were Estonians and was scheduled to be raised to 4,000. Work is done in one shift.

[redacted] warships up to destroyer size will be built in the shipyard. (7) However, prior to March 1949, no ship was under construction and the two finished mechanical workshop made, almost exclusively, items needed for the construction and equipment of the shipyard. Only repair work was done on ships. A spur track and a good road to Tallinn were available. The shipyard was barred on the landward side by a barbed-wire fence across the peninsula, which was guarded by yard police.

[redacted] Comments.

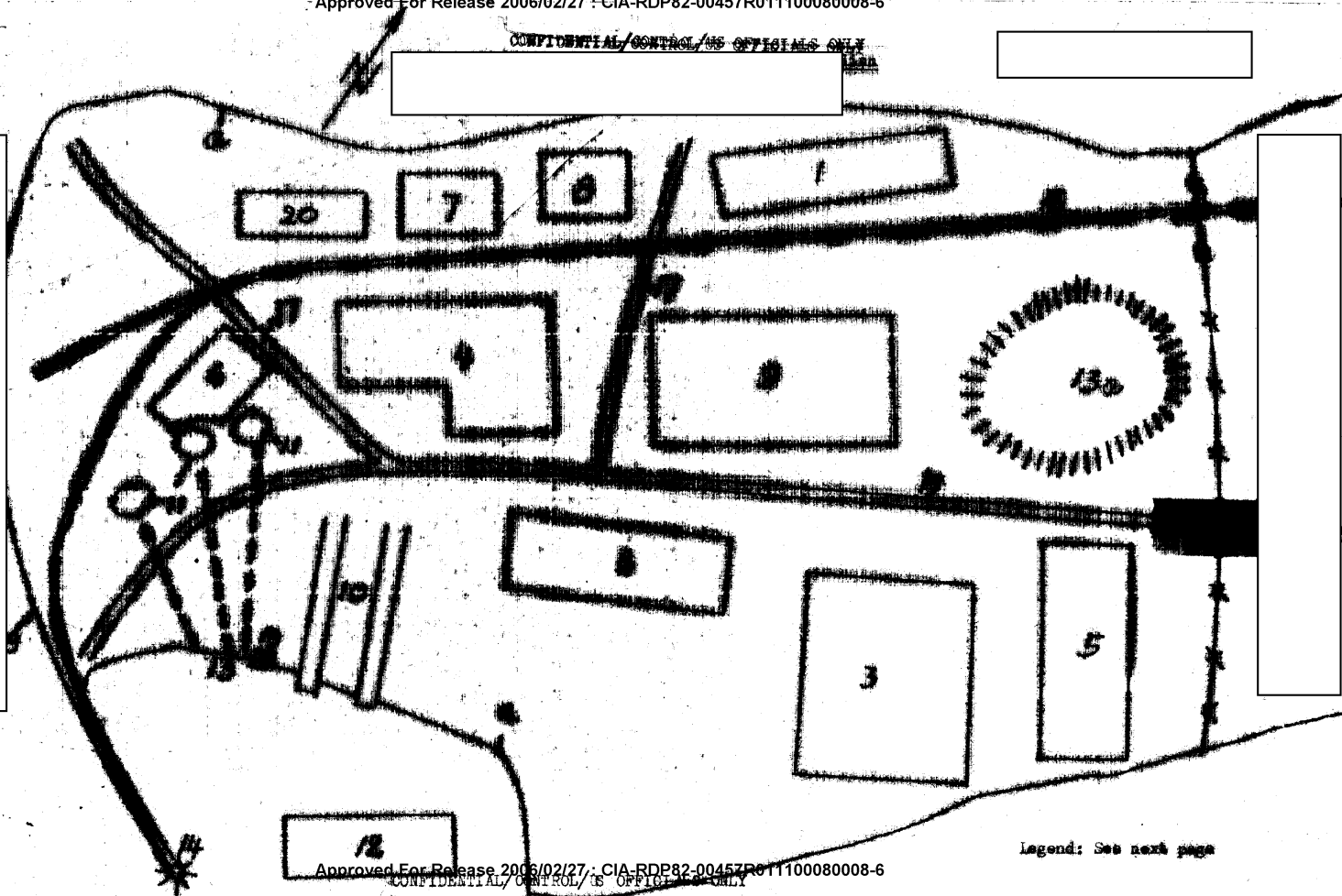
- (1) [redacted] the shipyard is now called Ruski Baltiski Zavod. The abbreviations RPS or RWS were probably an error [redacted] especially as R.B.S. was also the abbreviation of the former Russian-Baltic-Shipbuilding Company. The former RBS was a modern shipyard prior to 1914, which became bankrupt after 1918, and its installations were used for other purposes. During the period of the German occupation the installations including the harbor, were again in operation and used as berthing places and outfitting stations for the large number of minesweepers and other small warships operating in the coastal waters there. The Soviet Navy is apparently required to make available additional shipyard capacity for the numerous groups of warships stationed in Tallinn since Morskoi Zavod and Sudo Remont, the two local shipyards, are already working full capacity and cannot be expanded.
- (2) Since the peninsula extends in a northwesterly direction, the harbor is located at its southwest side.
- (3) According to another statement, numerous motor minesweeper flotillas used to fuel at the tank installation. This may indicate that fueling facilities in Tallinn are limited.
- (4) It is not possible to draw conclusions on the [redacted] since the workshop did not work for the shipbuilding [redacted]
- (5) [redacted] yard had only two slips, each about 150 to 180 meters long. They were probably repaired in succession. Since no cranes were observed, construction of new vessels appears to be improbable.
- (6) This is probably a captured German dock which must be repaired before being put into operation. Its existence was confirmed [redacted]
- (7) The size of these docks would accommodate ships up to the size of modern destroyers.

Document No.	
No Change In Class.	<input checked="" type="checkbox"/>
Declassified	<input type="checkbox"/>
Class. Changed To	TS S C
Auth.	HR 70-2
Date:	

CONFIDENTIAL

CONFIDENTIAL/CONTROL/US OFFICIALS ONLY

ILLEGIB



CONFIDENTIAL

ILLEGIB

ILLEGIB

Legend:

- 1 Storage shed
- 2 Coal dump
- 3 Brickyard
- 4 Mechanical workshop
- 5 Mechanical workshop
- 6 Unidentified plant, probably pump plant for oil tanks
- 7 Forge
- 8 Diesel engine workshop
- 9 Soap factory
- 10 Slips
- 11 Oil tanks with pipelines to item 13
- 12 Floating dock
- 13 Quayside berths for fueling motor mine sweepers
- 13a Clay pit
- 14 Lighthouse on mole head
- 15 Road to Tallinn
- 16 Railroad to Tallinn
- 17 Shipyard road
- 18 Revetted embankment from a to a
- 19 Stationary quayside crane (under construction in 1948)
- 20 Sawmill

CONFIDENTIAL

ILLEGIB